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SCOTTISH AVIATION
BULLDOG

MAINTENANCE SCHEDULE

STATEMENT OF INITIAL CERTIFICATION

This manual complies with British Civil Airworthiness Requirements, Section A, Chapter A6-2.

Signed ..... L. Phillimore .....

Date ..... 29-3-74 .....

CAA Approval No. ..... DAI/1743/44 .....

NOTE: The above certification does not apply to revisions or amendments made after the date of intial certification by other approved organizations. Revisions or amendments made by other approved organizations must each be separately certified, and recorded on separate record sheets.

SCOTTISH AVIATION LIMITED
PRESTWICK AIRPORT,
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AMENDMENT RECORD SHEET

Amendments issued by Scottish Aviation Ltd. to advise all operators of any revised servicing and overhaul periodicities and to recommend the addition or deletion of certain inspections

To record the incorporation of an amendment in this Maintenance Schedule sign against the appropriate A.L. No. and insert the date of incorporation.

A.L. No.	Amended by	Date
1	Incorporated	12/5/75
2	Incorporated	13/11/75
3	Incorporated	13/8/76
4	INCORPORATED	30/1/95
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MAINTENANCE SCHEDULE

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INTRODUCTION

This schedule is a Master document which sets out the inspection work necessary and the periods at which this work is to be completed, thus forming an agreement between the Operator and the Airworthiness Authority as to the minimum standard of maintenance necessary to ensure that the aircraft operates in an airworthy condition.

Each subject requiring inspection is allocated a reference number, and these numbers run consecutively in their chapters subject by subject, throughout this schedule. New items added to this schedule by amendment action, should be inserted beneath the existing item and the reference number of the existing item is then allocated to the new item with the addition of an alphabetical reference.

The inspections required for each subject in this Schedule are progressive in their scope throughout the inspection cycle in that all checks are cumulative.

Nothing in this Schedule is to be constructed as absolving persons employed in the implementation of the requirements of this Schedule from ensuring that the aircraft is, at all times, maintained in an airworthy condition.

MANDATORY RADIO NOTES

When equipment is removed from the aircraft because of a defect such measurements shall be taken and recorded as are necessary to show that the defect has been rectified and the performance of the equipment has not been impaired.

GENERAL INSTRUCTIONS

Duplicate Inspections

1. Following the completion of work carried out on the flying controls, engine control systems or auto-pilot installations, that part of the system which has been disturbed is to be subject to an independent duplicate inspection. The complete system is to be checked for full, free and correct movement as specified in British Airworthiness Requirements, Section A6-2 or as required by other relevant Airworthiness Authority.

2. After such independent inspections, it must be ensured that tools, rags or any loose articles have been removed from the work area.

Maintenance Practices and Procedures

3. All maintenance practices and procedures are to be implemented to the minimum standards as contained in the following:

   (1) The relevant Maintenance, Overhaul or Repair Manuals.

   (2) British Civil Aircraft Airworthiness information and Procedures or equivalent.

Modifications and Service Bulletins

4. All relevant mandatory modifications and Service Bulletins issued are to be complied with and certified on a Certificate of Release in accordance with Chapter A6-2 of British Civil Airworthiness Requirements or as required by the relevant Airworthiness Authority.

Certification

5. Certificates of Maintenance are to be made out in duplicate. One copy is to be carried in the aircraft, and the second copy should be retained by the Operators technical department.

6. For British registered aircraft, Certificates of release must be completed where necessary.

Inspection Tolerances

7. Concessions on this schedule are not normally permitted. In exceptional circumstances, requests for approval of a tolerance should be submitted to the CAA or relevant Airworthiness Authority.

Fuel System

8. Whenever any part of the system is disturbed during dismantling, adjustment, modification, repair or renewal, such parts of the system as have been disturbed shall, after completion of the work, be inspected and tested to establish correct operation.

SCHEDULE INTERPRETATION

Inspection Periodicities

1. Inspections in this Schedule are to be completed at the following frequences:-

   a) After/before flight

   b) 50 flight hours

   c) 150 flight hours

   d) 12 monthly (annual) and multiples

   NOTE: All operations are cumulative.

Calculation of Flying Hours

2. Flying hours are to be recorded on a take-off to touch down basis.

Definitions

3. The following definitions apply to abbreviations and operations designated in this Schedule.

   a) Frequency. All inspection periodicities are expressed in flying hours and/or calendar time limitations, and both are to be interpreted as the time at which the specific inspection is to be actioned. Where an inspection period is given in both flying hours and calendar times, the inspection to be completed at the period which occurs first.

   b) O/H. Equipment or component to be overhauled in accordance with the relevant manufacturers manual.

   c) ULT. Ultimate or finite equipment or component life. Items to be replaced.

3. (Cont)

d) SOO. Special Order Only. Equipment fitted additionally to the basic aircraft standard.

e) Check. Make a comparison or measurement against a given figure or indication mark.

f) Replenish. Ensure filled to a given quantity or indicated mark with the correct material eg: oil, gas, etc.

g) Examine. For the purpose of this Schedule EXAMINE is to be interpreted as the inspection of an item to comply with the following minimum standards, and to ensure that the item is free from any defects likely to affect airworthiness.

4. The following standards are based on material composition and certain generic headings to avoid repetition throughout the Schedule, therefore the interpretation of EXAMINE is to be intelligently applied by the engineer.

Metal Components

eg: all structural members, pipes, ducting, levers rods, tubes, bodies or casings of units in systems and installations, etc.

1. Cleanliness, external evidence of damage, leaks, discharge or overheating. Obstruction of drainage and/or vent orifices and overflow orifices. Correct fitment of panels, fairings and fasteners.

2. Security of attachment, fasteners and visible connections, lockings and bonding.

3. Freedom from cracks (visual), chafing, denting, distortion, evident wear, scoring, pulled or missing fasteners (eg. rivets), bolts, screws. Deterioration of protective treatment and corrosion. Separation of bond, failure of welding. Water or fluid ingress. Correct sealing of fairings.

Fabrics, Glass-Fibre, Rubber, Plastics

eg: ducting, hoses, insulation, electrical cables, transparent panels, flexible mountings, seals, grommets, etc.

1. Cleanliness, cracking, cuts, chafing, kinking twisting, crushing, contraction, sufficient free length deterioration, loss of flexibility, overheating, fluid soakage, delamination, crazing.

2. Correct support, security of attachment (packings and electrical bonding correctly positioned, serviceable and secure). Security of connections and locking.

Control System Components

1. Free and correct movement, correct tension and alignment, no fouling, adequate structural clearance; distortion, evidence of bowing, chafing, denting, evidence of wear, fraying, flattening, kinking, scoring, cracking, loose rivets.

2. Deterioration of protective treatment, corrosion. Electrical bonding correctly positioned, undamaged and secure. Attachments, connections and locking secure.

Electrical-Motors, Alternators, Generators and Actuators.

1. Cleanliness, corrosion, fluid ingress, overheating, pitting, scoring, security.

2. Brushes free in holders, not excessively worn. Correct bedding and adequate spring tension.

Electrical-Relays, Solenoids, Contactors.

1. Cleanliness, corrosion, cracking, correct gaps, burning and pitting of contacts. Overheating, security.

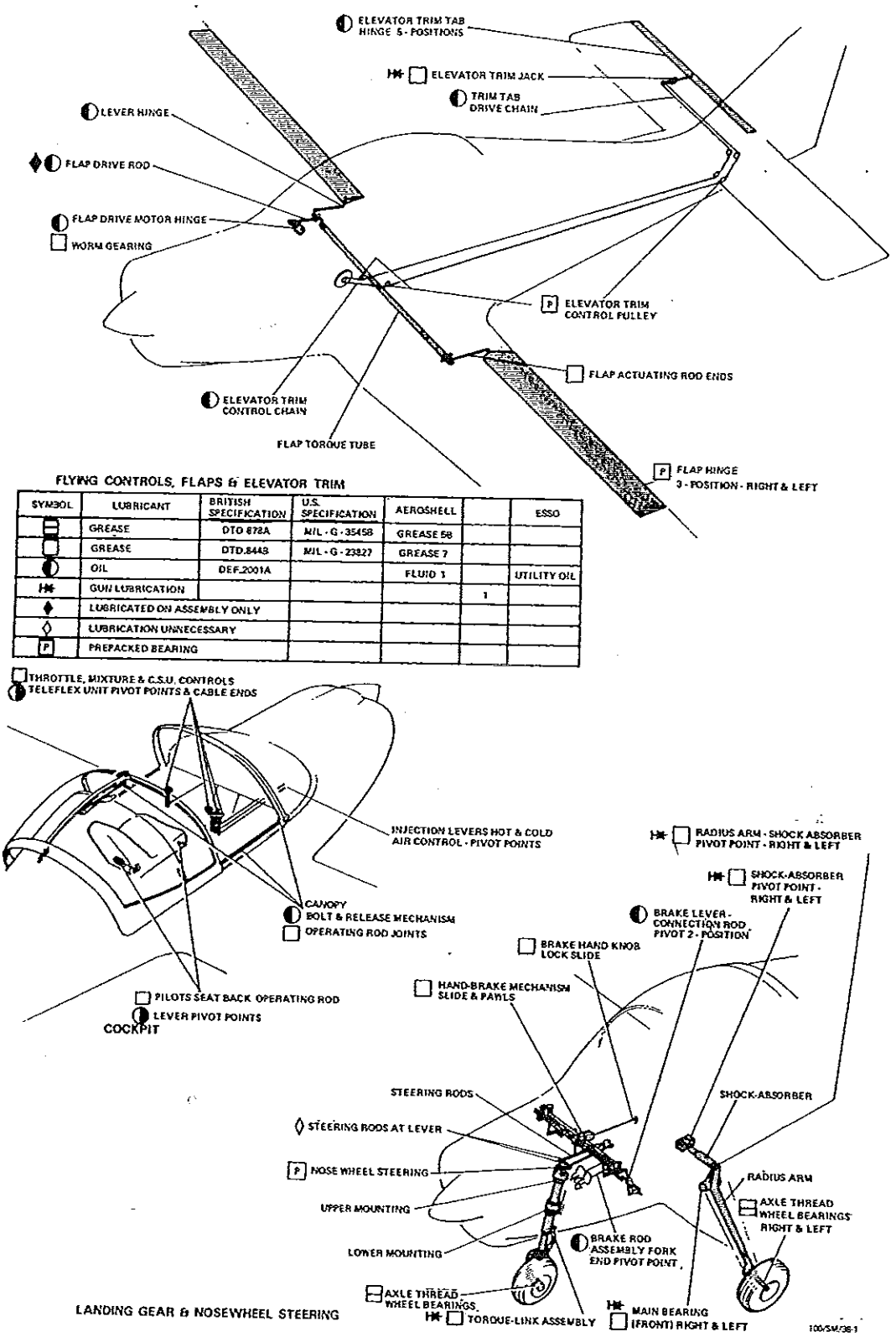
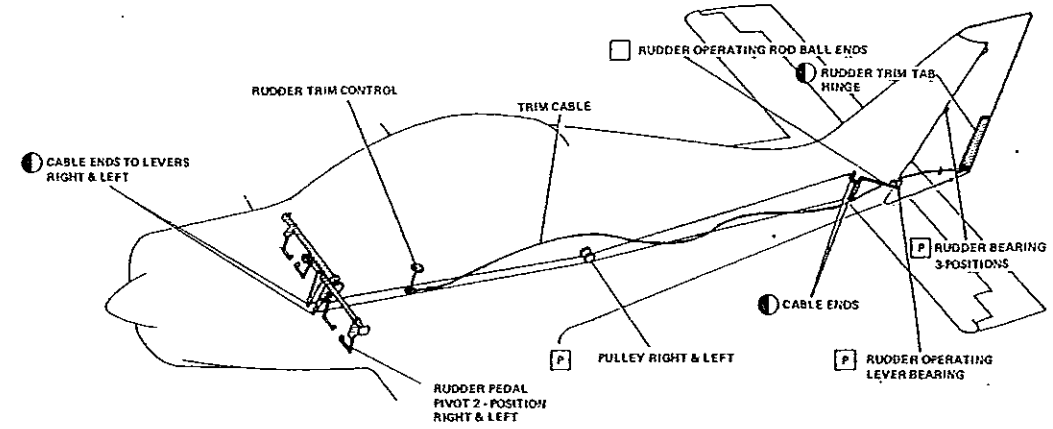
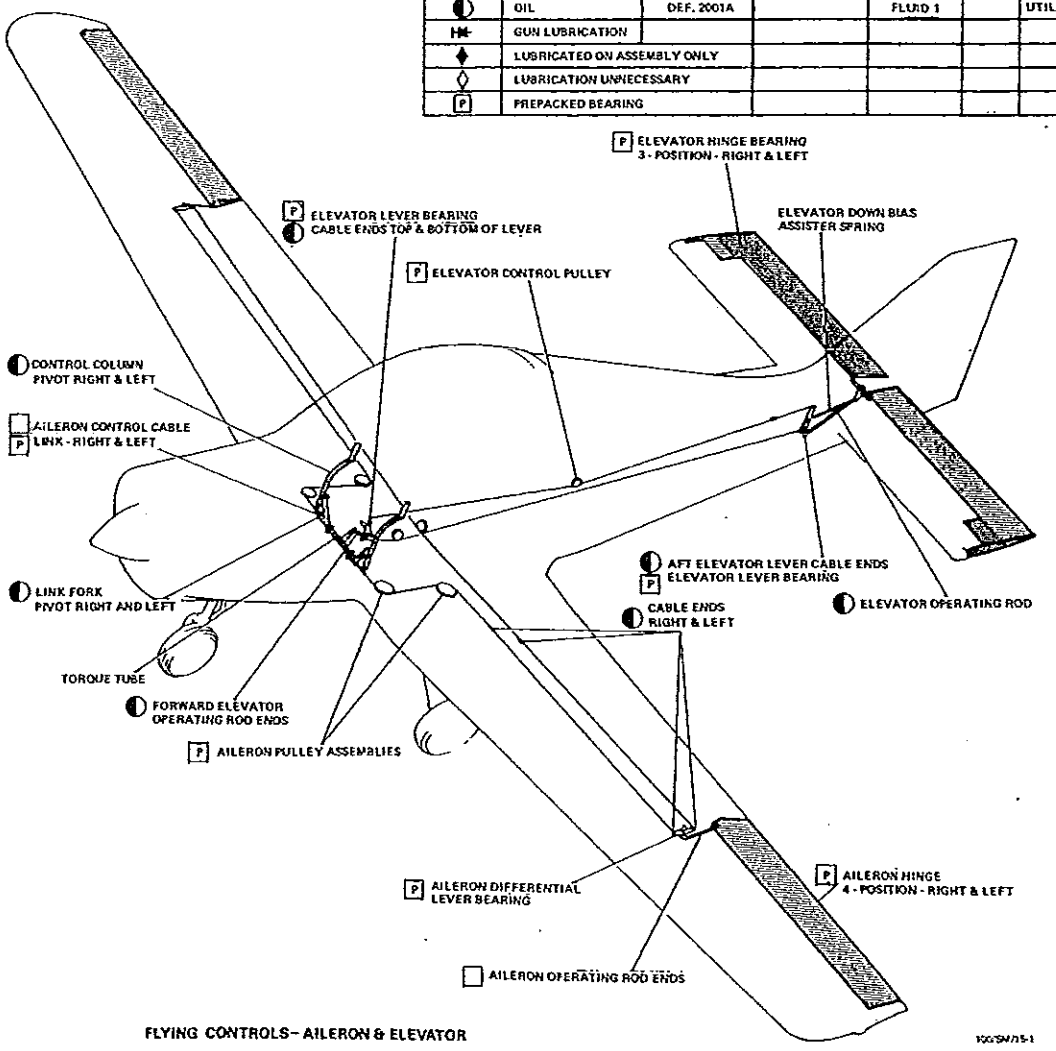

ELEVATOR TRIM TAB HINGE 5-POSITIONS
ELEVATOR TRIM JACK
TRIM TAB DRIVE CHAIN
LEVER HINGE
FLAP DRIVE ROD
FLAP DRIVE MOTOR HINGE
WORM GEARING
ELEVATOR TRIM CONTROL PULLEY
FLAP ACTUATING ROD ENDS
ELEVATOR TRIM CONTROL CHAIN
FLAP TORQUE TUBE
FLAP HINGE 3-POSITION - RIGHT & LEFT
FLYING CONTROLS, FLAPS & ELEVATOR TRIM
SYMBOL | LUBRICANT | BRITISH SPECIFICATION | U.S. SPECIFICATION | AEROSHELL | | ESSO
GREASE | DTD 879A | MIL-G-35458 | GREASE 5B
GREASE | DTD.844B | MIL-G-23827 | GREASE 7
OIL | DEF.2001A | FLUID 1 | UTILITY OIL
GUN LUBRICATION | 1
LUBRICATED ON ASSEMBLY ONLY
LUBRICATION UNNECESSARY
P PREPACKED BEARING
THROTTLE, MIXTURE & C.S.U. CONTROLS TELEFLEX UNIT PIVOT POINTS & CABLE ENDS
INJECTION LEVERS HOT & COLD AIR CONTROL - PIVOT POINTS
CANOPY BOLT & RELEASE MECHANISM
OPERATING ROD JOINTS
PILOTS SEAT BACK OPERATING ROD
LEVER PIVOT POINTS
COCKPIT
RADIUS ARM - SHOCK ABSORBER PIVOT POINT - RIGHT & LEFT
SHOCK-ABSORBER PIVOT POINT - RIGHT & LEFT
BRAKE LEVER - CONNECTION ROD PIVOT 2-POSITION
BRAKE HAND KNOB LOCK SLIDE
HAND-BRAKE MECHANISM SLIDE & PAWLS
STEERING RODS
STEERING RODS AT LEVER
P NOSE WHEEL STEERING
UPPER MOUNTING
LOWER MOUNTING
AXLE THREAD WHEEL BEARINGS
TORQUE-LINK ASSEMBLY
BRAKE ROD ASSEMBLY FORK END PIVOT POINT
SHOCK-ABSORBER
RADIUS ARM
AXLE THREAD WHEEL BEARINGS RIGHT & LEFT
MAIN BEARING (FRONT) RIGHT & LEFT
LANDING GEAR & NOSEWHEEL STEERING

Fig. 1 Lubrication points


RUDDER OPERATING ROD BALL ENDS
RUDDER TRIM TAB HINGE
RUDDER TRIM CONTROL
TRIM CABLE
CABLE ENDS TO LEVERS RIGHT & LEFT
P RUDDER BEARING 3-POSITIONS
CABLE ENDS
P PULLEY RIGHT & LEFT
P RUDDER OPERATING LEVER BEARING
RUDDER PEDAL PIVOT 2 - POSITION RIGHT & LEFT

FLYING CONTROLS-RUDDER & RUDDER TRIM

SYMBOL	LUBRICANT	BRITISH SPECIFICATION	U.S. SPECIFICATION	AEROSHELL	B.P.	ESSO
	GREASE	DTD 879A	MIL - G - 3545B			
	GREASE	DTD. 844B	MIL-G 23827	GREASE 7		
	OIL	DEF. 2001A		FLUID 1		UTILITY OIL
	GUN LUBRICATION					
	LUBRICATED ON ASSEMBLY ONLY					
	LUBRICATION UNNECESSARY					
P	PREPACKED BEARING					


P ELEVATOR HINGE BEARING 3 - POSITION - RIGHT & LEFT
P ELEVATOR LEVER BEARING
CABLE ENDS TOP & BOTTOM OF LEVER
ELEVATOR DOWN BIAS ASSISTER SPRING
P ELEVATOR CONTROL PULLEY
CONTROL COLUMN PIVOT RIGHT & LEFT
AILERON CONTROL CABLE
P LINK - RIGHT & LEFT
AFT ELEVATOR LEVER CABLE ENDS
P ELEVATOR LEVER BEARING
ELEVATOR OPERATING ROD
CABLE ENDS RIGHT & LEFT
LINK FORK PIVOT RIGHT AND LEFT
TORQUE TUBE
FORWARD ELEVATOR OPERATING ROD ENDS
P AILERON PULLEY ASSEMBLIES
P AILERON DIFFERENTIAL LEVER BEARING
P AILERON HINGE 4 - POSITION - RIGHT & LEFT
AILERON OPERATING ROD ENDS

FLYING CONTROLS- AILERON & ELEVATOR

Fig. 2 Lubrication points

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
	AIRCRAFT		
1.	Aircraft	Wash	As conditions dictate
		Treat with water deterrent, areas susceptible to corrosion.	As conditions dictate
2.	External areas	Look for damage and signs of leaks.	Before flight. After flight.
3.	External finish and mandatory markings	Examine for deterioration.	50
4.	Drainage holes	Ensure clear	50
5.	Jacking, slinging and picketing strong points	Examine	150/annual
6.	Loose equipment	Ensure stowed correctly	Before flight.
7.	Control locks	Ensure stowed correctly	Before flight.
8.	Bonding	Test	3 years
9.	Footsteps (if fitted)	Examine	50
10.	Ski stowages (if fitted)	Examine	Before and after use.
	FUSELAGE AND FIN		
1.	Skin external surface	Examine	50
2.	Internal structure	Examine as far as possible	Annual
		Examine (floors and furnishings removed)	4 years
3.	Tailplane attachment brackets	Examine as far as possible	50

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
4.	Rudder attachment brackets	Examine as far as possible	50
		Examine. (Rudder removed)	4 years
5.	Port and Starboard air intakes	Examine	50
CABIN			
1.	Floors	Ensure clean and dry	After flight
		Examine as far as possible	Annual
2.	Seat attachments	Examine as far as possible	50
		Examine (seats removed)	Annual
3.	Transparencies (including fresh air snap vents if fitted)	Ensure clean	Before flight
		Clean	After flight
		Look for damage	Before flight. After flight.
		Examine	50
4.	Canopy structure	Examine (canopy removed)	Annual
5.	Canopy rails	Examine (canopy removed)	Annual
6.	Canopy operating mechanism and emergency release	Look for damage	Before flight
		Lubricate (see fig 1 and 2)	150/Annual
		Examine	50
		Operate	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
	FUSELAGE INTERIOR		
1.	Battery tray and compartment	Look for corrosion	Every battery change
	MAINPLANES		
1.	Skin external surface	Examine	50
2.	Walkways	Examine	50
3.	Flap attachment brackets	Examine as far as possible	50
4.	Flap bearings	Ensure rotate freely	150/Annual
5.	Aileron attachment brackets	Examine as far as possible	50
6.	Aileron bearings	Ensure rotate freely	150/Annual
7.	Interior structure	Examine as far as possible	Annual
		Examine (wing tips and fuel tanks removed).	4 years
8.	Main spar to fuselage attachment fittings	Examine as far as possible	Annual
		Examine (fuel tanks removed)	4 years
9.	Front spar to fuselage attachment fittings	Examine	Annual
10.	Mainplane attachment bolts	Examine in situ	4 years

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
	FLAPS (PORT AND STARBOARD)		
1.	Skin and structure	Examine as far as possible	50
2.	Attachment brackets	Examine as far as possible	50
	AILERONS (PORT AND STARBOARD)		
1.	Skin and structure	Examine as far as possible	50
2.	Attachment brackets	Examine as far as possible	50
	TAILPLANE		
1.	Skin external surface	Examine	50
2.	Elevator attachment brackets	Examine as far as possible	50
3.	Attachment bolts	Examine	Annual
4.	Internal structure	Examine as far as possible	Annual
5.	Elevators skin and structure	Examine as far as possible	50
6.	Elevator attachment brackets	Examine as far as possible	50
7.	Elevator bearings	Ensure rotate freely	150/Annual
8.	Elevator torque and control levers	Examine as far as possible	Annual
		Examine (elevators removed)	SB BDG/100/162 Refers
9.	Elevator tab skin and structure	Examine as far as possible	50

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
10.	Elevator tab, hinge	Lubricate	50
		Examine as far as possible	50
	RUDDER		
1.	Skin and structure	Examine as far as possible	50
2.	Attachment brackets	Examine as far as possible	50
3.	Bearings	Ensure rotate freely	150
4.	Rudder tab, skin and structure	Examine as far as possible	50
5.	Rudder tab, operating lever	Examine as far as possible	50
6.	Rudder tab, hinge	Lubricate (see Fig. 1 & 2)	50
		Examine as far as possible	50
	AILERON CONTROL		
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
		Check static friction	150/Annual
2.	Cables	Examine and check tension (aircraft on jacks)	Annual
3.	Pulleys	Examine as far as possible	150/Annual
		Examine	At cable change
4.	Pulley mounting brackets	Examine as far as possible	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
5.	Turnbuckles	Examine	At cable change
6.	Fairleads	Examine	At cable change
7.	Control columns and torque tube installation	Examine as far as possible	150/Annual
8.	Lever assemblies (Port and Starboard mainplane)	Examine as far as possible	150/Annual
9.	Lever assembly mounting brackets (Port and starboard mainplane)	Examine as far as possible	150/Annual
10.	Control rod assemblies (Port and Starboard mainplane)	Examine as far as possible	150/Annual
ELEVATOR CONTROL			
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
		Check static friction	150/Annual
2.	Cables	Examine and check tension (aircraft on jacks)	Annual
3.	Pulleys	Examine as far as possible	150/Annual
		Examine	At cable change
4.	Pulley mounting brackets	Examine as far as possible	150/Annual
5.	Turnbuckles	Examine	At cable change
6.	Fairleads	Examine	At cable change
7.	Control rod assembly forward (cabin)	Examine as far as possible	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
8.	Lever assembly (cabin)	Examine as far as possible	150/Annual
9.	Lever support brackets (cabin)	Examine as far as possible	150/Annual
10.	Lever assembly (rear fuselage)	Examine as far as possible	150/Annual
11.	Lever support brackets and bearings (rear fuselage)	Examine as far as possible	150/Annual
12.	Bias spring (rear fuselage)	Check tension (removed)	150/Annual
13.	Control rod assembly (rear fuselage)	Examine as far as possible	150/Annual
RUDDER CONTROL			
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
		Check static friction	150/Annual
2.	Cables	Examine and check tension (aircraft on jacks)	Annual
3.	Pulleys	Examine as far as possible	150/Annual
4.	Pulley mounting brackets	Examine as far as possible	150/Annual
5.	Turnbuckles	Examine	At cable change
6.	Rudder and brake pedal installation	Examine as far as possible	150/Annual
7.	Lever assembly rudder control (rear fuselage)	Examine as far as possible	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
8.	Lever assembly rudder control attachment structure (rear fuselage)	Examine as far as possible	150/Annual
9.	Control rod (rear fuselage)	Examine as far as possible	150/Annual
10.	Rudder operating lever	Examine as far as possible	150/Annual
	FLAP CONTROL		
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
		Ensure no relative movement between port and starboard flaps	150/Annual
2.	Torque tube (stn 91)	Examine as far as possible	150/Annual
3.	Operating rods (Port and starboard mainplane)	Examine as far as possible	150/Annual
4.	Actuator stop piston and extension tube (starboard mainplane)	Examine as far as possible	150/Annual
5.	Actuator attachment bracket)	Examine as far as possible	150/Annual
	ELEVATOR TRIM CONTROL		
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
2.	Cables	Examine and check tension (aircraft on jacks)	Annual
3.	Pulleys	Examine	At cable change

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
4.	Pulley mounting brackets	Examine	At cable change
5.	Turnbuckles	Examine	At cable change
6.	Fairleads	Examine	At cable change
7.	Chain assembly and roller complete with chain guard (cabin)	Examine as far as possible	150/Annual
8.	Trim wheel sprocket assembly	Examine as far as possible	150/Annual
9.	Chain assembly (tailplane)	Examine as far as possible	150/Annual
10.	Drive shaft assembly and chain guard (tailplane)	Examine as far as possible	150/Annual
11.	Elevator trim jack assembly	Examine as far as possible	150/Annual
	RUDDER TRIM CONTROL		
1.	System	Lubricate (see Fig. 1 & 2)	150/Annual
2.	Gearbox and sprocket assembly	Examine as far as possible	Annual
	(PORT AND STARBOARD) MAIN LANDING GEAR		
1.	Radius arms (complete with rigid pipelines)	Examine	50
2.	Radius arm pivot bearings	Lubricate (see Fig. 1 & 2)	150
		Check for wear	Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
3.	Shock absorbers	Ensure extension appears normal	Before flight
		Check charge and pressure	150/Annual
		Examine as far as possible	Annual
		Overhaul	On condition
4.	Shock absorber pivot bolts	Lubricate (see Fig. 1 & 2)	150/Annual
5.	Radius arm pivot bearing attachment structure.	Examine	50
6.	Axles	Lubricate (see Fig. 1 & 2)	At wheel change
		Examine	At wheel change
NOSE LANDING GEAR			
1.	Shock absorber	Ensure extension appears normal	Before flight
		Check charge & pressure	150/Annual
		Examine as far as possible	Annual
		Overhaul	On condition
2.	Shock absorber attachment brackets and bolt	Examine as far as possible	50
3.	Torque links	Lubricate (see Fig. 1 & 2)	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
4.	Axle	Lubricate (see Fig. 1 & 2)	At wheel change
		Examine	At wheel change
	WHEELS AND BRAKES		
1.	Tyres	Examine	Before flight, after flight
		Check pressure	Before flight
2.	Wheels	Examine (removed)	Annual
3.	Brake units (main wheels only)	Check pad wear	50
		Examine (removed)	Wheel change
		Overhaul	On condition
	BRAKE CONTROL		
1.	Rigid pipelines (fuselage and radius arm)	Examine	Annual
2.	Master cylinders (engine compartment)	Replenish	50
		Examine	150/Annual
3.	Brake control installation (cabin)	Examine as far as possible	150/Annual
4.	Flexible pipelines (radius arms to fuselage)	Examine	50
		Test (removed)	3 Years
	NOSEWHEEL STEERING INSTALLATION		
1.	Nosewheel steering installation	Examine as far as possible	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
	AIR CONDITIONING		
1.	Controls	Ensure operate correctly	50
2.	Inlet, distribution and demist valves including ducting	Examine as far as possible	150/Annual
	VACUUM SYSTEM		
1.	Vacuum filter cartridges (port and starboard)	Replace	300
2.	Suction regulating valve filter	Examine	150/Annual
	PITOT/STATIC SYSTEM		
1.	Pipelines and tubing	Examine as far as possible	150/Annual
		Examine (Port Fuel Tank removed)	4 years
2.	Drain traps (2 off)	Drain	50
3.	Pitot head	Look for damage and malalignment	Before flight
	CABIN INSTRUMENTS		
1.	Airspeed indicator	Calibration check	3 years
2.	Altimeter	Calibration check	3 years
	FATIGUE METER SYSTEM		
1.	Fatigue meter (if fitted)	Check and record indications	After flight
		Overhaul	30,000 counts or 3 years

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
	CABIN EQUIPMENT		
1.	First aid kit	Ensure seal intact	Before flight, after flight
		Check life of contents	1 year
2.	Hand fire extinguisher	Ensure fitted correctly	Before flight
		Weigh	Annual
		Overhaul/Hydrostatic test	O/H 5 years
3.	Hand fire extinguisher mounting bracket	Examine	50
4.	Cabin	Ensure clean	Before flight
5.	Crew seats	Examine (removed)	Annual
6.	Crew seats adjusting mechanism	Lubricate (see Fig. 1 & 2)	Annual
7.	Seat harnesses	Examine	50
		Examine (removed)	6 months
	ENGINE AND ACCESSORIES		
1.	Basic engine	Replenish with oil	After flight
		Check oil contents	Before flight
		Drain oil and replenish	50
		Look for signs of leaks	50
2.	Cylinders	Look for signs of Overheating	50

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
3.	Valve rocker gear	Examine	400
4.	Oil pressure filter element	Examine (removed)	50
5.	Oil scavenge filter element	Examine (removed)	50
6.	Cooling baffles, support rods and brackets	Examine	50
7.	Cowl assemblies	Examine (removed)	50
8.	Frame engine mount	Examine as far as possible	400
		Removed and examine	At engine change
9.	Anti-vibration mountings	Look for deterioration	150/Annual
		Check dimensions	400/2 years
10.	Lycoming power plant	Replace	O/H to Manufacturers Recommendation or CAA Airworthiness Notice No.35
11.	Fuel injector filter element	Examine (removed)	150/Annual
12.	Fuel pump drain outlet	Ensure clear	After flight
13.	Internal induction manifold drain outlet	Ensure clear	After flight
14.	Intake filter element	Visual examination clean (removed)	After flight 50 hrs, or as conditions dictate
15.	Exhaust system	Examine as far as possible	50
16.	Exhaust manifold	Examine (removed) and leak test	150/Annual

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
17.	Contact breakers	Examine and check timing	150
18.	Sparking plugs	Examine	50
19.	HT lead ends	Examine	50
20.	Starter gear and ring gear	Examine	150
21.	Ignition switch and lead	Check insulation	Annual
22.	Tachometer flexible drive	Examine (removed)	400/2 years
		Lubricate	400/2 years
23.	Firewall bulkhead	Look for corrosion and signs of overheating	50
		Examine	At engine change
ENGINE AND PROPELLER CONTROLS			
1.	Throttle, mixture, and propeller governor control cable	Examine	150/Annual
2.	Control end fittings and swivel bearings forward of fireproof bulkhead	Examine and check movement	50
		Lubricate with grease Aeroshell 17	50
3.	Swivel housings in console assembly (in cabin)	Examine	400
		Lubricate	400/2 years
FUEL SYSTEM			
1.	Fuel tanks	Water/sediment check	Before flight
		Examine (removed)	4 years

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
2.	Main fuel vent outlet	Ensure clear	Before flight
3.	Connections, pipeline grommets and sealing in sealed fuselage box	Examine	Annual
4.	Fuel filter drain, outlet	Water/sediment check	Before flight
5.	Fuel filter gauze strainer	Clean (removed)	50
6.	Fuel contents indication system	Check zero	2 years
		Comparison check	2 years
OIL SYSTEM			
1.	Oil cooler matrix (engine compartment)	Ensure clear	50
2.	Oil cooler (engine compartment)	Overhaul	At engine change
3.	Oil pipe lines (engine compartment)	Look for signs of deterioration and/or overheating	50
		Examine and Pressure Test	At engine O/H/3 years
		Examine (removed)	At engine change/ 3 years
PROPELLER AND GOVERNOR			
1.	Propeller	Look for damage and signs of leaks	After flight
		Lubricate	150
		Check torque loading of attachment nuts	150

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
		Remove for overhaul	O/H to Manufacturer Recommendation
2.	Spinner and backplate	Look for damage	After flight
		Examine	At propeller removal
3.	Propeller governor	Ensure secure	50
		Remove for overhaul	At engine change
	ELECTRICAL POWER SUPPLIES AND DISTRIBUTION		
1.	Complete system	Test	Annual
2.	Overvoltage control unit	Functionally Test	400
3.	Main batteries	Check voltage	Before flight
		Look for spilt electrolyte	After flight
		Replenish	50
		Examine (capacity check)	12 month
4.	Alternator	Examine	Annual
		Remove for brush check	200 or 1 year
5.	Alternator drive belt	Check tension	50
6.	Starter	Examine as far as possible	150/Annual
	LIGHTING		
1.	Exterior lighting	Operate	Before flight
2.	Anti-collision light	Look for damage	After flight

ITEM NO	ITEM	OPERATION	INSPECTION FREQUENCY (Fly Hours)
3.	Interior lighting	Operate	Before flight
	COMMUNICATIONS		
1.	All aerial systems	Check	3 years
2.	Externally fitted aerials	Visually ensure intact	After flight